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30 April 1998

AGREEMENT

CONCERNING THE ADOPTION OF UNIFORM TECHNICAL PRESCRIPTIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES AND THE CONDITIONS FOR RECIPROCAL RECOGNITION OF APPROVALS GRANTED ON THE BASIS OF THESE PRESCRIPTIONS */

(Revision 2, including the amendments entered into force on 16 October 1995)

Addendum 13: Regulation No. 14

Revision 2 - Amendment 1

Incorporating:
04 series of amendments - Date of entry into force: 18 January 1998
Corrigendum 1 to the 04 series of amendments subject of Depositary Notification C.N.71.1998.TREATIES-30 dated 9 March 1998

UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO SAFETY-BELT ANCHORAGES

UNITED NATIONS

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*/ Former title of the Agreement:

Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

GE.98- 21103

Paragraph 1., amend to read (footnote 1/ not modified):

"1. SCOPE

This Regulation applies to anchorages for safety-belts intended for adult occupants of forward-facing or rearward-facing seats in vehciles of categories M and N. 1/"

Insert a new paragraph 2.15., to read:

"2.15. "Reference zone" means the space between two vertical longitudinal planes, 400 mm apart and symmetrical with respect to the H-point, and defined by rotation from vertical to horizontal of the head-form apparatus, as described in Regulation No. 21 annex 1. The apparatus shall be positioned as described in that annex to Regulation No. 21 and set to the maximum length of 840 mm."

Paragraph 4.2., amend to read:

"..... Its first two digits (at present 04, corresponding to the 04 series of amendments) shall indicate the series ....."

Paragraph 4.4.1., footnote 2/, amend to read:

"2/ 1 for Germany, ...8 for the Czech Republic, ... 23 for Greece, 24 (vacant), 25 for Croatia, 26 for Slovenia, 27 for Slovakia, 28 for Belarus, 29 for Estonia, 30 (vacant), 31 for Bosnia and Herzegovina, 32-36 (vacant) and 37 for Turkey. Subsequent numbers ...."

Paragraph 5.3.1., amend to read:

".....(except those vehicles in categories M2 and M3 which are designed for both urban use and standing passengers) must be equipped with safety-belt anchorages.....".

Paragraph 5.3.2., amend to read:

".... for each forward and rearward directed seating position .....".

Insert a new paragraph 5.3.7., to read:

"5.3.7. In every seating position marked in annex 6 with symbol ⫫ , three anchorages shall be provided. Two anchorages may be provided if one of the following conditions is fulfilled:

5.3.7.1. there is a seat or other parts of the vehicle conforming to Regulation No. 80, appendix 1, paragraph 3.5. directly in front, or

5.3.7.2. no part of the vehicle is in the reference zone, or capable of being in the reference zone when the vehicle is in motion, or

5.3.7.3. parts of the vehicle within the said reference zone comply with the energy absorbing requirements set out in Regulation No. 80, appendix 6."

Paragraph 5.3.7., renumber as paragraph 5.3.8. and amend to read:

"5.3.8. For all folding seats or seating intended solely for use when the vehicle is stationary as well as for all the seats of any vehicle which....."

Insert new paragraphs 5.3.9. and 5.3.10., to read:

"5.3.9. In the case of the upper deck of a double-deck vehicle the requirements for the centre front seating position shall apply also in the outboard front seating positions.

5.3.10. In the case of seats capable of being turned to or placed in other orientations, for use when the vehicle is stationary, the requirements of paragraph 5.3.1. shall apply only to those orientations designated for normal use when the vehicle is travelling on a road, in accordance with this Regulation. A note to this effect shall be included in the information document."

Paragraph 5.4.2.4., add at the end the following text:

"....
In the case of seats, other than front seats, of vehicles in categories M2 and M3, the angles α_1 and α_2 shall be between 45 and 90 degrees for all normal positions of use."

Paragraphs 5.5. to 5.5.2., should be deleted.

Paragraphs 5.6. and 5.6.1., renumber as paragraphs 5.5. and 5.5.1.

Paragraph 5.6.2., renumber as paragraph 5.5.2. and the reference to "paragraph 5.6.1." amend to read "paragraph 5.5.1." (twice).

Paragraph 5.6.3., renumber as paragraph 5.5.3.

Insert a new paragraph 6.1.1.2., to read:

"6.1.1.2. The tests may be restricted to the anchorages relating to only one seat or one group of seats on the condition that:

(i) the anchorages concerned have the same structural characteristics as the anchorages relating to the other seats or group of seats; and

(ii) where such anchorages are fitted totally or partially on the seat or group of seats, the structural characteristics of the seat or group of seats are the same as those for the other seats or groups of seats."

Paragraphs 6.1.1.2. and 6.1.1.3. (former), renumber as paragraphs 6.1.1.3. and 6.1.1.4.

Paragraph 6.3.1., add at the end the following text:

".....However, if there is a risk that non-symmetrical loading of the seats and/or anchorages may lead to failures, an additional test may be carried out with non-symmetrical loading."

Paragraph 6.3.2., amend to read:

"6.3.2. The tractive force shall be applied in a direction corresponding to the seating position at an angle of .... ."

Paragraph 6.4.4.2., amend to read:

"6.4.4.2. The loads indicated in paragraphs 6.4.1., 6.4.2. and 6.4.3. above shall be supplemented by a force equal to 20 times the mass of the complete seat.

In the case of vehicles of categories M2 and N2 this force shall be equal to 10 times the mass of the complete seat; for vehicles of categories M3 and N3 it shall be equal to 6.6 times the mass of the complete seat."

Insert new paragraphs 6.4.6. to 6.4.6.2., to read:

"6.4.6. Test in the case of rearward-facing seats

6.4.6.1. The anchorage points shall be tested according to the forces prescribed in paragraphs 6.4.1., 6.4.2. or 6.4.3. as appropriate. In each case the test load shall correspond to the load prescribed for M3 or N3 vehicles.

6.4.6.2. The test load shall be directed forward in relation to the seating position in question, corresponding to the procedure prescribed in paragraph 6.3."

Paragraph 7., amend to read:

"7. INSPECTION AFTER TESTING

7.1. All the anchorages shall be capable of withstanding the test prescribed in paragraphs 6.3. and 6.4. Permanent deformation, including partial rupture or breakage of any anchorage or surrounding area, shall not constitute failure if the required force is sustained for the specified time. During the test, the minimum spacings for the effective lower belt anchorages specified in paragraph 5.4.2.5. and the requirements of paragraph 5.4.3.6. for effective upper belt anchorages shall be respected.

7.2. In vehicles where such devices are used, the displacement and locking devices enabling the occupants of all seats to leave the vehicle must still be operable by hand after the tractive force was removed.

7.3. After testing any damage to the anchorages and structures supporting load during tests shall be noted.

7.4 By derogation, the upper anchorages fitted to one or more seats of vehicles of category M3 and those of category M2 with a maximum mass exceeding 3.5 tonnes, which meet the requirements of Regulation No. 80, need not to comply with the requirements of paragraph 7.1. concerning compliance with paragraph 5.4.3.6."

Paragraph 9., amend to read:

"9. CONFORMITY OF PRODUCTION

The conformity of production procedures shall comply with those set out in the Agreement, appendix 2 (E/ECE/324-E/ECE/TRANS/505/Rev.2), with the following requirements:"

Paragraphs 14. to 14.3., amend to read:

"14. TRANSITIONAL PROVISIONS

14.1. As from the official date of entry into force of the 04 series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approvals under this Regulation as amended by the 04 series of amendments.

14.2. As from 1 October 1999 for vehicles of category M2 with a maximum mass not exceeding 3,500 kg, and as from the sixtieth day after the entry into force of the 04 series of amendments to this Regulation for all other vehicles of categories M and N, Contracting Parties applying this Regulation shall grant ECE approvals only if the requirements of this Regulation, as amended by the 04 series of amendments, are satisfied.

14.3. As from 1 October 2001 for vehicles of category M2 with a maximum mass not exceeding 3,500 kg, and as from 1 October 1999 for all other vehicles of categories M and N, Contracting Parties applying this Regulation may refuse to recognize approvals which were not granted in accordance with the 04 series of amendments to this Regulation."

Annex 2, in the examples of the approval marks and in the captions below amend the approval number "032439" to read "042439 (3 times, related to Regulation No. 14). In addition, in the caption below Model A of the approval mark amend the words "03 series of amendments" to read "04 series of amendments". The caption below Model B of the approval mark amend to read as follows (footnote */ not modified):

> ".... on the dates on which these approvals were granted Regulation No. 14 included the 04 series of amendments and Regulation No. 24 was in its 03 series of amendments."

Annex 3,

Figure 1, correct the denotation of angles α_1 and α_2: angle marking the position of point L_1 shall read α_1 and angle marking the position of point L_2 shall read α_2.

Annex 6, amend to read:

"

VEHICLE CATEGORY	FORWARD FACING SEATING POSITIONS				REAR FACING
	OUTBOARD		CENTRE		
	FRONT	OTHER	FRONT	OTHER	
M1	3	3 or 2 Ø	3 or 2 *	2	2
M2 ≤ 3.5T	3	3	3	3	2
M3 & M2 > 3.5T	3 ⊕	3 or 2 ⇊	3 or 2 ⇊	3 or 2 ⇊	2
N1, N2 & N3	3	2 or 0 #	3 or 2 *	2 or 0 #	

Key to symbols:

2: two lower anchorages which allow the installation of a safety-belt type B, or of safety-belts types Br, Br3, Br4m or Br4Nm, where required by the Consolidated Resolution on the Construction of vehicles (R.E.3), annex 13, appendix 1.

3: two lower anchorages and one upper anchorage which allow the installation of a three point safety belt type A, or of safety-belts types Ar, Ar4m or Ar4Nm, where required by the Consolidated Resolution on the Construction of Vehicles (R.E.3), annex 13, appendix 1.

Ø: refers to paragraph 5.3.3 (Two anchorages permitted if a seat is inboard of a passageway)

*: refers to paragraph 5.3.4 (Two anchorages permitted if the windscreen is outside reference zone)

#: refers to paragraphs 5.3.5 and 5.3.6 (Two anchorages required in exposed seating positions)

⫴: refers to paragraph 5.3.7 (Two anchorages permitted if nothing is in the reference zone)

⊕: refers to paragraph 5.3.10 (Special provision for the upper deck of a vehicle)."

Annex 6 - Appendix 1, amend to read:

"LOCATION OF LOWER ANCHORAGES - ANGLE REQUIREMENTS ONLY

SEAT		M1	OTHER THAN M1
Front */	buckle side (α_2)	45° - 80°	30° - 80°
	other than buckle side (α_1)	30° - 80°	30° - 80°
	angle constant	50° - 70°	50° - 70°
	bench - buckle side (α_2)	45° - 80°	20° - 80°
	bench - other than buckle side (α_1)	30° - 80°	20° - 80°
	adjustable seat with seat back angle < 20°	45° - 80° (α_2)*/ 20° - 80° (α_1)*/	20° - 80°
Rear ≠		30° - 80°	20° - 80° Ψ
Folding	No belt anchorage required. If anchorage fitted: see angle requirements Front and Rear.		

Notes:

≠ : outboard and centre.

*/: if angle is not constant see paragraph 5.4.2.1.

Ψ: 45° - 90° in the case of seats on M2 and M3 vehicles."